



Traffic Signal FAQs

FAQ: How do I request a traffic signal at my intersection?

Citizens may request investigations for traffic signals by calling the Mayor's Citywide Call center at 311, or visiting <http://311.dc.gov/>, and submitting a request. However, requests for "new" traffic signals require an investigation determination, rulemaking and publication in the DC Register (if approved). Funding identification, design, and construction are also necessary. Please note that if this request is approved, it could take up to 24 months for completion.

FAQ: What criteria are used for determining if a traffic signal is warranted?

In compliance with federal and local federal law, DDOT has adopted the [Federal Highway Administration's \(FHWA\) Manual on Uniform Traffic Control Devices \(MUTCD\)](#) as the official standard for traffic signs, traffic signals, pavement marking, and traffic control devices. ([DCMR 18-2100](#)). DDOT follows signal warrant criteria as prescribed in the MUTCD, which provides eight warrants which include various criteria such as vehicular traffic volumes, accident history, pedestrian volumes, school crossings etc. The most recent edition of the MUTCD may be reviewed at DDOT, or found online at ddot.dc.gov. ([DCMR 18-2100.4](#))

FAQ: How do I request to have traffic signal timing examined?

Citizens may request investigations for traffic signals by calling the Mayor's Citywide Call center at 311, or visiting <http://311.dc.gov/>, and submitting a request. Requests for signal timing changes are made on a case by case basis. DDOT must perform traffic counts, comply with MUTCD recommended clearance intervals, make field observations by various times of day, conduct traffic analysis to determine the impact on other movements due to the requested changes in signal timing, and lastly, develop or recommend a timing plan that considers not only all approaches, but all transportation modes.

FAQ: What are the criteria for pedestrian-activated signals?

With the exception of a few actuated intersections, the majority of the signals in the District operate under pre-timed control due to the highly urban environment and presence of heavy pedestrian traffic. However, DDOT is committed to the safety of pedestrians, and [plans to install more HAWK signals](#) (known as Pedestrian Hybrid Beacons) across the District to improve street crossing safety for pedestrians. DDOT uses MUTCD guidance to evaluate whether a HAWK signal can be installed on District roadways.